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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Ore rates continue to show increased strength.

United States steamer Haze and Commodore Perry called here yesterday.

The new passenger steamer Darius Cole will depart for Detroit Saturday or Sunday.

H. D. Goulder, Esq., has been in Buffalo several days studying up the interests of the underwriters on the propeller Buckeye.

Captain Morley, who went to Rochester to attend the funeral of his brother J. J. Morley, returned Tuesday and took command of the Cumberland, coal laden.

The Onoko made her first appearance at this port this season yesterday with 3056 net tons of ore from Escanaba. On her last trip to Milwaukee she carried 2919 tons of coal.

The schooner Camden will be converted into a barge. Messrs. Ward & Jackson are making turnbuckles and caps and doing the other iron work necessary in her repair.

Schooner Senator Blood arrived with 303,000 feet of lumber for Cahoon & Hutchinson. She takes 456 tons of coal to Bay City and Saginaw. This is her first appearance here this season.

Schooner S. L. Watson, in tow of tug L. P. Smith, which went up the river to wind around, struck the Cincinnati railroad bridge and had her jibboom taken out. Some damage was also inflicted on the bridge.

Sale of the schooner H. P. Baldwin, is recorded at the custom house from Jas. Cunnea to L. P. & J. A. Smith, whole, for the sum of $18,000. She was bid in at marshal's sale recently by Mr. Cunnea.

Sale of one-sixth of schooner Senator Blood by Cahoon & Hutchinson to Captain C. Glass. Consideration $700. Captain Glass has sailed her since she was purchased by the above firm and is well pleased with her.

Longshoremen have organized at this port for betterments and Captain R. Paps elected president. It is the purpose of the organization to advance rates for handling lumber, pig iron and merchandise 5c per hour.

At Globe Drydock during the week the steamyacht Cyclone received new wale fender all around; schooner S. L. Watson was thoroughly recalked, her decks calked and some new plank in her bottom. The schooner Camden is getting two new masts twenty-eight inches in the partners, and top masts all around, and other repairs are progressing rapidly. Schooner Kate Winslow is in the dock for necessary repairs.

Complaint has been made regarding the scale of distances as laid down in chart No. a of river St. Marie. In the chart the scale is put down at 17,000 yards when it measures only 17,000 feet. A knowledge of this error may be the means of clearing up a good deal that has been experienced and assist any person who may try to locate the stakes on that chart according to the directions given in the Tenth Lighthouse district list of stakes, beacons, buoys, etc., in St. Marie river.

The life savers, Captain C. Goodwin, were called out to recover the bodies of the two Knights of Pythias who were drowned at Rocky River while bathing in the lake Wednesday morning. One of the men, Henry F. Sandman, hailed from Cincinnati, and the other, J. F. Farnan, from Covington. Captain Goodwin and his crew have material testimony regarding the saving of lives at both Cincinnati and Covington but these they could not save.

SAND BEACH.

Special to the Marine Record.

The barge Fame that came in here on the 19th inst. waterlogged, was pumped by Charles Lahey's pump. She left for Detroit in tow of the tug Stranger. W.

BUFFALO.

Special to the Marine Record

In the port of Buffalo the past week the weather has been unsettled and squally, attended with some disasters the first part of the week. Schooner F. M. Knapp, with a load of wheat from Detroit, while on Lake Erie and near Mud Lake, off Port Stanley, was overtaken by a squall, which carried away her foremast by the deck, with nearly everything attached, main masthead topmast, jibboom, foreboom, and gaff, crippling her so that she had to come to anchor, and was towed into port by the steambarge Alpena. No one hurt. The squall came from several points of the compass, and was very severe and gave but little warning. Captain Leisk, her master and part owner, has taken the usual precaution of noting and extending protest. No damage reported to cargo. A survey was held for the purpose of estimating the damage, which has been placed at $3,540.

Schr. Pandora went into Union dry dock for some repairs, but is out again.

George Spencer went into Union dry dock Saturday for a Trout wheel, but is out again. This was very quick work, the wheel being ordered while on her way down from the Sault last Thursday, and in five hours after she went into dock the wheel was on and keyed up tight.

John Kelderhouse sold the schooner Golden Rule to John C. Gram, lumber dealer of Au Sable, for about $5,500.

The past week has been a repetition in marine circles of the past month. The only noticeable feature which differs from the preceding weeks of the month is a little more activity among the shipping movements. The boats that were temporarily laid up are, with a few exceptions, moving again, although the movement has not been brought by any advance in freight rates, or a visible amount of freights to be moved, but a disposition of owners to keep moving the tonnage they control. Some parties having contracts to fill must run their boats, and those that have no contracts think they must run, else they will lose some imaginary chance to get even without taking any business view of the times as they pass, and not one of them acknowledges to making anything, and will freely tell you there is no money in anything they do, yet we see the usual amount of freighting material going on in the usual channel as in past years, and the carrier has nothing for his labor, and the shipper claims to have nothing for a margin in his ventures.

What is the cause of this stagnation? Is it a want of confidence or over-production? In marine circles there is one cause we cannot overlook, and that is, we have in the past fifteen years run so fast to the extremes, for which this country is famous, doing nothing by halves. We have increased the carrying capacity of our lake marine to an extent beyond the present requirements and for many years to come, precluding any possibility in the near future for realizing a boom in the lake carrying trade. One may find a solution to the problem why this is brought about by a cursory examination of the action of our great railroad corporations. Not one of those companies have confined themselves to the operating of these railroad routes, but have extended their transactions covering the entire chain of lakes, with boats of the largest carrying capacity that the water routes will admit passing, covering all the principal forwarding points on the great lakes, designated as feeders to the different companies. These lines have done and are destined to do the valuable business on the great water routes, and they are far in advance of actual requirements. They cannot to-day employ profitably all the tonnage they control. Many of their boats they have in order to make a showing changed. Carriers have not been able to procure a sufficient amount of merchandise to keep them employed steadily. This is the great root of the cause of our low and unremunerative rates of freight by water routes the present season, and it will have a great tendency in the future to keep rates down to a much lower figure than in former years. A 4c rate from Chicago to Buffalo to-day would be equal nearly to a 9c rate ten years ago. This shows what an increase of tonnage has done for us. But the point to be kept in view especially, is that the tonnage now on the lakes running without any falling off, or lost time from the 1st of May to December 1, would carry more than one and one-half all the supplies that is transported by water in seven months, the season of navigation, and this ought to prove we are altogether in advance of actual necessities as regards tonnage, and must wait with a more or less loss until the time comes for extra tonnage to be wanted. If harder times comes than at present, are not those that contributed somewhat to blame for their wild speculation, which is so plain to be seen? I think it is wrong to place anything to change of administration. And, again, there are other causes which to-day are to be found at our great grain centers—speculation tending to control our wheat and corn markets. We find combinations of monied men holding grain at a price that, if thrown on the market to-day could not be realized.

Those men are looking for a loop hole to get out of with a whole skin if possible, if not with as little loss as they can. They will not move it unless it be at a low figure, and to a point where they are favored with less expense to hold for a favorable market. These are the men that are doing a great deal towards our low rate of freights. They are loaded down, and are asking others to help them bear their heavy load, without any disposition to share their profits, if any, making an accommodation of every facility within reach to tide over their difficulty, brought about so recklessly, preying upon honest industry.

Steambarge Maine, wheat loaded from Port Huron, while coming down Lake Erie broke her crank pin, damaging the cylinder and breaking her piston rod. She was towed into port by the propeller Chicago, of the Western Transit line, and repairs will be made by H. G. Trout & Co. The Maine had a cargo of 14,000 bushels of wheat, which fell short 146 bushels. Her expenses for handling the same in and out, together with the shortage, amounted to more than her actual freight list. This shows a glaring outrage on the part of someone, and calls for remedy and justice to grain carriers. WM.

FRANKFORT.

Special to the Marine Record.

Lieutenant Rogers, who has been windbound at North Manitou Island station over a week, was taken off by a passing steamer, and is now inspecting all the stations on the east shore ere he returns to Chicago.

Superintendent Robbins paid an official visit to Point Betsey station the past week.

L. S. Marvin, of Frankfort, is an applicant for keeper of Point Betsey light house, now held by E. Slyfield.

Steamer I. M. Weston had a slight collision at Manistee the other day with tug Wright. Not much damage done.

Theo. Engbring has received papers to act as special pilot on tug D. P. Hall.

At Pierport, 16 miles south of Frankfort, Mr. Perry has shipped up to the 15th inst. 29 cargoes of wood, average 100 cords, also 500 cords of bark, 400,000 feet of lumber. He has on hand yet to be shipped 2,000 cords of wood and 500,000 feet of lumber. This will go to Milwaukee and Racine.

The Tonawanda Transportation Company's barges will load lumber this week at Frankfort for the above port. B.

CHICAGO.

Special to the Marine Record.

The propeller Russia, Captain McCrea was delayed in port Thursday in consequence of a crack having been discovered by the engineer, in the bonnet of the throttle valve. A new bonnet was supplied by Robt. Tarrant.

The tug Alpha, in command of Captain M. Driscoll, on Friday last, made a tour of the river. Assistant Fire Marshall Petrie was on board and he was satisfied that the Alpha would make a most efficient fire boat.

Captain Shannon is again in command of the steamship Tioga.

The steambarge Jim Sheriffs and the schooner Alice came into collision near 22nd street bridge on Friday. But slight damage was done.

The tug John Gordon in command of Captain Richard Tyrrell brought into this port Monday evening the captain, mate and crew of the scow Planet, whom he had rescued about four miles off the harbor. The tug was towing the schooner J. Loomis McLaren to Chicago, but seen a signal of distress on the Planet. Captain Tyrrell immediately left his tow and made for the scow, which he found on her beam ends and about to sink, and those on board her clinging to the rigging. Much praise is due to Captain Tyrrell for the kind assistance rendered, as otherwise the captain and crew of the Planet might have met with a watery grave. The Planet was laden with slabs, bound from Muskegon to this port. She was owned by Captain Klaver, who was in command. She was not insured.

The schooner Minnie Slawson, in tow of the tug John Miner, collided with State street bridge Monday evening. The schooner lost her jibboom and headgear, and considerable damage was done to the bridge.

The schooner Belle Brown arrived Monday night with her jibboom and headgear damaged.

At Miller Brothers Drydocks the schooner Cheeney Ames was in for calking; the schooner S. B. Pomeroy to get a leak stopped; the steambarge Emma E. Thompson to have her stern bearing fixed; the propeller V. H. Ketchum to have a leak stopped; the steambarge Fayette to have a new Trout wheel; the schooner Lottie Wolf was at the derrick getting a new main mast; the tug Black Ball No. 2 and barge Hoquebay had their decks calked; the schooner Elgin is still in drydock undergoing repairs to her bottom.

The steamship Columbia, Captain J. D. Peterson and consort Comrade arrived Sunday evening with 3,300 tons of coal from Ashtabula.

The scow Planet, whose crew were rescued by the tug John Gordon, came ashore off Oak street Tuesday.

The tug Flossie Thielcke brought in the scow Charles J. Smith of South Haven, waterlogged Tuesday morning. The crew were nearly exhausted working at the pumps when the Thielcke went to her assistance.

The schooner E. P. Royce, when leaving the lumber market Tuesday, fouled her mizzen rigging with the headgear of the schobner Harrison and the Royce had her mizzen topmast carried away.

The schooner Ida Keith, in tow of the tug Black Ball No. 2, lost her jibboom by collision with the iron railway bridge at Sixteenth street on Tuesday. The bridge also sustained considerable injury.

Transfers and sales recorded at the Chicago custom house August 24. Schooner Helen Pratt, bill of sale, 2-8ths, $2,000 Geo. D. Farr and Alfred D. Horton to Julia S. Farr. August 22, schooner J. F. Tracy, Marsh, bill of sale, whole, $260, F. H. Marsh, United States marshal to Henry Ormsby. August 25, tug Pearl B. Campbell, bill of sale, whole, $5,500; Uriah Culvert to Alexander D. Campbell.

WILLIAMS.

MARITIME LAW.

PILOT'S LIEN FOR WAGES.

Circuit Court, S. D. Alabama. June, 1885.

The Mary Elizabeth; Russell v. The Mary Elizabeth; Jackson v. Same. Admiralty appeal.

Pardee, J. These suits are brought to enforce a lien on contracts made by the master of said steamboat Mary Elizabeth with the respective libelants to serve as pilots on the said boat for fixed terms of four and six months. Services were rendered under the contracts for over half of the fixed periods, when the owner discharged the libelants, with full payment to the time of discharge. The libelants demand compensation for the balance of the term for which they were respectively hired.

A pilot, being a person employed in the navigation of a vessel, is deemed a seaman, and his claim for wages is within the admiralty jurisdiction. See Cohen, Adm. 28,-284; U. S. v. Thompson, 1 Sumn. 170.

Pilots employed on steamboats making regular trips on navigable rivers form a part of the crew. "The master being the person to whom the owners have intrusted the navigation of the ship, and some other powers in relation to it, he has power to make certain contracts, which it is not material here to enumerate, but among which is included that of hiring the other mariners. * * * In general, however, the master is left to hire the seamen at his own discretion, both at home and abroad; and unless the owner interferes, the engagements entered into by the master, within the scope of his agency, bind the owner to a performance." Curt. Mer. Seam. 15, 16.

The present cases show that the owner of the Mary Elizabeth, contemplating running his boat for the season in the Tom Bigbee river, employed T. J. Butler as master, and authorized and instructed him to employ pilots, and that, in pursuance of such instructions, Butler, as master, contracted with the libelants for the for the fixed terms aforesaid. The owner, though frequently present when the Mary Elizabeth was in port, according to his own evidence, made no inquiry as to the length of term for which the pilots were engaged, but paid the wages stipulated until he withdrew the boat from the Tom Bigbee river trade.

Under these circumstances I think it is clear that if there is any doubt as to whether the contracts made by the master with the libelants were within the scope of his agency and authority, and binding on the owners, there can be no doubt that the owner ratified the contract by silence and apparent acquiesence. The agency to contract with the libelants actually existed under the law of the case and the direction of the owner. It was therefore the owner duty being present to have informed himself of the terms and conditions of the contract. Where an agency actually exists, the mere acquiesence of the principal may well give rise to the presumption of an intentional ratification of the act. Story, Ag. (4th Ed.) 256. It would not be equity to allow the principal to stand by and make no inquiries, and then avail himself of the contract made in his behalf, and, after part performance, repudiate the contract as one made without authority.

In the case of Jackson there is evidence to show that the owner and present claimant was fully informed before the rendition of any services of the terms of the contract, and further that he expressly ratified it at a later day; but as the evidence on these points is conflicting, I base my decision on the ground that the owner was silent when he should have spoken. In the case of the Wanderer, 20 Fed. Rep. 655, decided by Circuit Judge Woods, (Justice Bradley concurring,) it was said:

"The case made by the libel is an action by a seaman to recover his wages. The libelant had made a contract of service for one year. He performed part of the contract, and was ready and willing to perform the residue, but was prevented by the master of the vessel, who discharged him without cause. He sues to recover the balance due on his salary for the year. If he performed his duty while in the service of the vessel, and was ready and willing to perform it for the residue of his engagement, and was discharged without due cause, and was unjustifiably prevented from completing his contract, his rights are the same as if he had completed it. He is entitled to his wages for the whole year, and was entitled to sue for them on his discharge. He has been paid a part of his wages and sues for the balance. In the case of a contract for an ordinary seaman's wages, the lien should not, perhaps, be extended beyond a single voyage, as that is the usual time for which his engagement is made. But the case of a purser stands somewhat on a different footing. His connection with the vessel is generally more permanent than that of a common seaman. He represents to some extent the owners, and his qualifications are of such a character that a competent purser cannot usually be employed for a single trip. We therefore do not think an engagement of a purser for a year an unreasonable one, and such an engagement we think would be binding on the boat."

The Wanderer is a case directly in point with regard both to the contract and to the lien claimed in the present cases. Where a steamboat is engaged in a regular trade, making short and frequent trips, where a pilot is always necessary, in fact required by the laws of the United States, it is to the interest of the boat and the pilots that contracts shall be made for stated terms of reasonable duration, and, as such contracts are lawful, it would seem that both parties should be bound thereby; and if the boat is bound a lien necessarily results. To deny a lien for the enforcement of a contract beyond the voyages actually made, would be, in most instances, to bind one party to the contract, and not the other.

Decrees should be entered in both cases for the libelants.

MARITIME LIENS—PRIORITY OF LIENS—DISTRIBUTION OF FUND IN COURT—WAGES—REPAIRS AND MATERIALS—TOWAGE—SALVAGE.

District Court, D. Connecticut. March 18, 1885.

New Jersey Drydock & Transp. Co. v. the G. F. Brown. Lord v. Same, L'Hommedieu v. Same: Hartford & New York Transp. Co. v. Same. Palmer and another v. Same. In Admiralty.

The proctors in these cases have presented the questions in regard to the apportionment of the fund in court among the lienors upon the facts as they are shown in the libels and the accompanying papers, without any other proofs.

The G. F. Brown appears to have been a small coasting schooner, owned in Connecticut, and making short and frequent trips which could hardly be called voyages. George Lord, Jr., was hired as mate of said vessel for an indefinite time at $25 per month, and on January 7, 1885, there was due to him, as such mate, for two months and 18 day's services previous thereto, the sum of $56.15

In September, 1884, Palmer & Duff, of Greenwich, Connecticut, furnished, at said Greenwich, materials and repairs upon said vessel, for which $123.91 are now due, but never, so far as appears from their libel, a certificate of lien in any town clerk's office as required by the Connecticut statute in regard to liens upon vessels. Said statute provides as follows: "No such claim" for materials furnished, or services rendered in the construction or repairs of a vessel) "shall remain a lien on such vessel or its appurtenance more than ten days after the person performing such services, or furnishing such materials, has ceased so to do, unless he shall sign and lodge with the town clerk of the town where such vessel was so constructed or repaired a certificate in writing," describing, among other things, the vessel and the amount claimed as a lien thereon.

On December 6, 1884, while said schooner was lying at Elizabethport, New Jersey, laden with a cargo for Stamford, Connecticut, she was damaged, and was repaired by the Drydock & Transportation Company, whose bill for said repairs, wholly unpaid, is $686.87. On December 27, 1884, and as soon as the repairs were finished, she started for Stamford, and, at the request of her captain, was towed by the steam tug Ceres from Elizabethport to the bay of New York, for which services $20 is due to Samuel L'Hommedieu and another, owners of the tug. She then proceeded to Stamford, where she was libeled on December 29, 1884, by the Drydock & Transportation Company. Subsequently she was libeled by the various parties before mentioned, and by the Hartford & New York Transportation Company, which claimed salvage, but which makes no claim to the fund in court. Default having been made upon the return of the first process, the amount due to the libelant was ascertained, and the vessel was sold for $775, a sum less than the debt and costs of the drydock company. An assigned claim for seaman's wages has also been filed in court.

The questions in the case have been, in substance, the subject of careful consideration by Judge Addison Brown in the J. W. Tucker, 20 Fed. Rep. 129; the Grapshot, 22 Fed. Rep. 123 and the Arctic, Id. 126, and his conclusions, so far as they relate to the facts in the case, are followed.

Let the fund in court be divided as follows: (1) By the payment of the bill of costs, as taxed, of the Drydock & Transportation Company. (2) By the payment to George Lord, Jr., of his wages, $56.15, and so much of his costs as are disbursements. (3) The remaining part of the fund should be divided *pro rata* between the Drydock & Transportation Company, whose bill amount to $686.86, and Samuel L'Hommedieu, to whose bill of $20 so much of the costs as are disbursements should be added.

Palmer & Duff have neither a maritime nor a statutory lien, so far as is disclosed by the papers now in the case. The Albany, 4 Dill. 439; the Arctic, cited *supra*.

THE CANAL CONFERENCE.

The conference of the friends of the canal was a gratifying success. It was a success in the number and character of those in attendance. They represented every considerable town on the line of the canal, and those who were here were the business brains of each town. It was a success in its conservative and harmonious action. No issue was raised upon which any considerable difference of opinion existed. A committee of resolutions was appointed, which formulated in brief and simple terms the purpose at which the conference aimed. In the session of the committee the whole the question of asking Federal aid in the improvement of the Erie was discussed at length, and a propostion favoring that plan was voted down. The conference accepted the silence of the resolutions on this question as equivalent to a declaration against the expediency of appealing to the Federal Government; and that must be regarded as the sense of the meeting. Undoubtedly if the question had been broached in the conference there would have been a long and unprofitable discussion which would have greatly weakened the moral influence of the conference. Very wisely, no attention was paid to any of the numerous plans for special improvements in the canal and its locks, the advocates of which were present in abundance. The sole declaration of the conference on these points is for the lengthening of the locks and the deepening of the channel of the Erie. That covers the ground, as far as it was necessary for the conference to go. The Executive Committee, appointed to insure permanent organization, will prepare an address to the people of the state, in which will appear estimates of the cost of these improvements and a statement of the reasons why they are necessary if the commerce of the canal is to be preserved. It was better to refer the work of such an address to a committee rather than to trust the loose statements which must have disfigured an off hand presentation of them in platform addresses.

We are glad that the conference did not adjourn without passing a strong resolution in favor of state regulation of elevator charges. This resolution was not offered until after the Buffalo delegation had left the hall for their homes. Whether they would have opposed it had any of them been present, can only be conjectured. It was a somewhat singular circumstance that the chairman of the committee on resolutions, Senator Titus of Erie, was the man whose efforts did more than those of any other to defeat the elevator bill in the last legislature. Perhaps it is due to this fact that no resolution on the elevator extortion came from the committee, as it should have done. The people of Buffalo and of the metropolis may as well understand, in the beginning of this business, that the taxpayers of the state will not vote to expend three or four millions upon canal improvement until they have postive reason to believe that the harpies who feed upon this commerce at the terminal points are to be held in check. The state has voted to make the canals free at a cost to the taxpayers of a million dollars a year, and yet the canals are not free to-day; and what the people tax themselves to maintain goes largely into the pockets of men who are active in this movement for improvement. The resolution favoring a law which shall forbid the railroads to discriminate against shippers who use the canal in the season of navigation was also in wise conformity to the purposes of the conference. The argument upon which it is insisted that we shall maintain the canal is that the people of the state have no other protection from the railroads. The state should see to it that none of its citizens is punished because he makes use of the highway which it provides for him.

We cannot say as much for the resolution in regard to the reform of our tax laws. It introduced a topic of great importance beyond question, but although foreign to the purposes of the conference. If a movement of this kind is to succeed, it must confine its attention strictly to the business in hand.

This subject is now before the people in an intelligent form. Those who believe in the canals have stated just what they want done, and will follow that statement up with an address showing why it should be done and how much it should cost. They have arranged to bring the matter to the attention of the legislature immediately upon its assembling in January. They propose to press it to an issue. They are enlisted in a movement which they will not permit to lag. They are the men whose business astuteness has demonstrated their right to advise the people of the state on a question of this kind. We bespeak for them and their cause an intelligent discussion in all the counties of the state.—*Utica Herald.*

ADVANTAGES OF A STEAM POWER CANAL.

The great advantage to be derived from doubling the size of the locks of the Erie canal, taking one foot from the bottom and raising the banks one foot, thus increasing its draft capacity from six to seven feet, will be the general introduction of steam in place of horse power. One steam vessel will propel two boats, and a great saving in time will be effected by allowing them to pass together through each of the 75 locks. By these means it is claimed that the number of through trips can be increased from seven to twelve, the carrying capacity enlarged, and the cost reduced in proportion. The Utica Herald suggests that if this system is adopted a stronger embankment will be required to resist the wear and tear produced by the swell of propeller wheels, and that the deepening of the canal may interfere with the culverts and acquaducts along its entire length.

If our contemporary will consult the report of the commission appointed by the legislature in 1871, it will find a resolution adopted by that body, declaring that "the experiments heretofore made in navigating the canals by freight boats propelled by steam have not been failures by reason of injury done the banks of the canals by the swell caused either by the motion of the boat or the wheels through the water; and that, in the judgment of this commission, there is no practical difficulty in navigating the canals by boats carrying 200 tons of cargo, at the rate of three miles per hour, that arises from injury to the canals or their structures." This resolution was unanimously adopted by a board consisting of men of large experience in the business or management of the canals, and skillful engineers, such as Erastus S. Prosser, George Geddes, Van R. Richmond, Willis S. Nelson, George W. Chapman, William W. Wright, and John D. Fay.

The canal banks were injured by the old packet boats towed at high speed; but no injury would result from the use of steam vessels, as stated by the engineer of that commission, D. M. Greene, "unless produced by an attempt to attain speed far too great for economy." Mr. Greene shows that a boat moving at 3.35 miles an hour would make the distance from Buffalo in 115 hours, allowing for lockages, or 103 hours running time; and he enters in a careful mathematical computation to show that fears of injurious waves or washing of the banks at that rate of speed are groundless. The average speed of the horse boats is one and one fifths miles per hour, and hence a steam vessel going at the rate of three miles would make the trip in half the time required by the former; while the expense for towing by horse power would be $120.75 and by steam power $47.96.

In regard to the question of interference with the structures under the canal, we learn upon inquiry at the office of the state engineer that no difficulty of that character will be met with. The tops of these structures are from two and a half to five feet below the bottom of the canal, and as it is proposed to dig it out to a depth of but one foot, there would of course be no interference.—*Albany Express.*

HOW PETER MILLER FOOLED THE CANALER.

Written for the Marine Record.

CHICAGO, August 24.

The Scottish shores of Kirkaldy became quite familiar to Peter Miller in his young days before a trade was thought of to engage his future life work, and he, through daring and practice, learned to manage about as well as any fisherman and better than the young seamen who were apprenticed to the coasting, schooners and brigs. Most of the captains frequenting the port knew Peter, and urged him strongly to get leave from his parents and become a sailor; but that he would not do, and settled down to shoemaking, sticking to his last. When he left his native town, in due time he arrived in New York, and the only way to the west then was by the Erie canal to Buffalo. A passage being secured, strange scenes became attractive; but sailing in that primitive style soon became so monotonous to Peter's ever active mind that one day he said to the man at the helm:

"I think I could steer this boat."

"Hey! What does the shoemaker say? Steer this boat? Why, I'll wager you a gallon of ale that you can do nothing of the sort."

With the challenge ringing in his ears, Peter took hold of the clumsy helm and piloted the boat successfully to the place agreed upon, where good ale was brewed. Efforts were then made by the captain to retain so good a sailor as Peter had proved himself, but it was of no avail, for he was bound for Chicago. The challenger never after mentioned shoemaker when he found he had to pay for his boasting.

Among the many representative Scots in the Garden City Peter Miller holds his place, not as one who is straining to build a name for fortune or for fame, but as one who defies the buffets of the fickle jade to cast his spirits down. He gently and quietly passes the evening of his days beside the rural beauties of Lincoln Park, where the birds and animals have become familiar with his appearance in his daily walk. Over a year ago Peter enjoyed a trip to Buffalo and return in the John Kelderhouse as a reminder that possibly he might never have another before he crossed the ferry. J. B.

LICENSE FEES.

Following is the circular referred to in the RECORD last week:

To Masters, Mates, Pilots, and Engineers of Steam Vessels:

GENTLEMEN:

The exorbitant tax that was assessed by the government from 1869 to 1883, inclusive, for license to work on steam vessels, *when no other occupation was taxed*, is so well known to you, and has been so often discussed and condemned by all, and especially by members of the press, I do not deem it necessary to advance an argument to convince you that you have a good claim against the government.

In order to secure the passage of the law whereby this money may be refunded to those who paid it, or to their legal representatives, I respectfully submit the following propositions, viz.:—

For $1.00 paid by any officer—having a a claim of this kind—to me or my authorized agent, I propose to devote my time, influence and best ability, to secure the passage of such a law.

If successful, and the law is passed, I pro-

In those waters but in Lake Superior, Captain W. G. Blanchard, her owner, being advised to that effect.

A barge in tow of the steamer Fred M. Brice ran into the dredge at work on the Lime Kiln crossing, on Friday, damaging it $100 or more.

The steambarge William Rudolph broke her shaft at Put-in-Bay on Wednesday, which is being repaired at this port.

Grain has been moving pretty freely between this port and Buffalo the past week, but with no change in rates, which still are at 1½c.

The foghorn at the new Bar Point light house can be distinctly heard at Malden, which is six miles distant. The light at that place is situated six and one-quarter miles almost due south of Bois Blanc light, and is fifty-four feet above high water. It has a solid stone foundation in 22 feet of water, reaches 11 feet above high water, and measures 85 feet from point to point, and 45 feet across. On this foundation stands the light's tower, which is four stories high, not including the watch room on the top and basement underneath. Besides this structure there is an engine house 22x30 feet, which is covered on the four sides and the roof with corrugated iron. The lantern is a French lens of the fourth order, with white glass, one-half stationary, and the remainder half flash. Two four-horse power engines sound the two fog whistles, which, in clear weather, can be heard 15 miles. The appropriations for the work amounted to $75,000, which will cover everything, while the cost of maintaining the light will be about $1,800 annually.

The report that the barge Dashing Wave was dismasted and anchored off Port Burwell, proves incorrect. The Wave is owned here, and at the time was safe in port, as was known by Captain Cusen, the manager at Detroit.

The schooner J. I. Case discharged a cargo of iron ore at Wyandotte Saturday.

The Detroit Dry Dock Company furnished new wheels to the steambarges Energy and M. Sicken on Friday.

Several severe thunder squalls have at intervals passed this port, although no damage, so far as known, has happened the shipping in ports. During one of these gusts the steamship Thomas W. Palmer with her consorts were anchored in the stream, and dragged anchors well over to the Canadian shore, when one of the anchors held, and thus averted running into the railway dock.

The outlook for fall grain shipments does not present a very favorable aspect at no point, and with the daily reports of shortages at Buffalo renders it all the more discouraging. The shortages in cargoes taken on at this port are in part accounted for by vessels not receiving a full cargo from one elevator, which is not the rule at Chicago, hence few or no mistakes with vessels loading at that port, while here a craft is compelled to visit two or more places before getting a full load, and for this reason it is thought the former point is the safest port to load at, but it is taken into consideration that the vessels loading here are of the medium size, and the distance more than doubled, there is but little choice in the end with accidents that might occur.

The steamship Iron Chief came to this port light from Buffalo, and went to Toledo to take coal for Milwaukee.

The United States steamer Michigan left here early on Sunday morning westward, and after making two or more calls on the St. Clair River, will proceed to Mackinaw, thence to the Sault.

The barge Bob Hackett waterlogged on Lake Huron some days since, and the damages arising therefrom have been adjusted here between the owners and the shippers who owned the cargo, each standing their individual loss.

The steamer City of Detroit arrived here a few mornings since with her port paddle box damaged, caused by a vessel running foul of her at Cleveland. The repairs were made without loss of time.

The Margaret R. Goffe, at one time a fine barque, discharged a cargo of lumber here on Friday. She has been twenty-three years in service, and is now a tow barge, bearing but little semblance to her former appearance.

In looking over a repetition of names it is found that there has been no less than seven steamers named Detroit—four sidewheel and three propellers, one of each having "city" prefixed to their names, all of which save one have passed out of existence. Five steamers named Cleveland have been on the lakes—three sidewheel and two propellers, all of which have passed, out, and one of which had the prefix of city. The first Detroit (sidewheel) came out in 1833, the last in 1878, now plying. The first propeller Detroit in 1845 and the last in 1866. The first Cleveland (sidewheel) in 1837, the last in 1857. The first propeller Cleveland in 1846, the last in 1860.

Captain W. H. O'Neil, harbor master at this port, is enjoying his annual furlough, a patrolman meanwhile filling his place.

Clarence Granger, a seaman belonging to the schooner John Magee, is at the Marine Hospital at this port, supposed to be dying. On the 10th inst, his leg was broken by a pile of rubbish falling on him while the vessel was discharging coal. Since the accident he has been gradually growing worse and beyond recovery. He leaves a widowed mother at Ogdensburg, N. Y.

A steam pump was shipped from here yesterday to Tyrconnell, Lake Huron, on the schooner E. G. Benedict to raise the scow Eugenia Vista, sunk at that port. She is owned at Erie, rates B2, and valued at $4,000.

Captain Eber Ward returned from New York. He has concluded negotiations with L. Dimick & Bro. to at once place the propeller Oneida on the Buffalo and Green Bay route in place of the propeller Keweenaw, which will be withdrawn after she finishes her present trip. The Keweenaw will be taken to Detroit and laid up. She will not be used in the freight business again in her present shape. Captain Ward says a new boat is to be built at Cleveland this winter, and the machinery of the Keweenaw will probably be transferred to it, her hull being transformed into a tow barge.

J. W. H.

TOLEDO.

Special to the Marine Record.

Tug Crawford left for Marblehead with barges Reindeer and Pacific. They are to load stone for Bay City.

Propellers Rube Richards, Kitty Forbes, Wheeler, Sparta, and Samatra are expected here Thursday to load coal at the Columbus dock for Milwaukee and Duluth.

Propellers New Orleans, J. F. Fay, and D. P. Rhodes left coal laden for Superior City.

The Toledo Harbor tug line has only four boats in commission out of eight. The balance are laid up for want of work.

The steam yacht Sigma, of Detroit, has been purchased of M. S. Smith, of Detroit, by Colonel S. C. Reynolds, of Toledo, for $35,000.

Tug Colton left last night for Detroit with the Toledo Yacht Club on board to witness the run at Detroit to-day.

Schooners Augusta, James R. Benson, Prussia, Bavaria, and the propeller H. Calvin are in port loading timber for Kingston.

The following vessels are at the Columbus dock loading coal: Charlie Crawford, for Kenosha, 65c; M. P. Barkalow, for Chatham, 35c; John Tibbetts, for St. Clair, 25c; N. P. Goodall, for St. Clair, 25c; Jennie Mathews, for Racine, 60c; S. H. Johnson, for Detroit, 25c; Brooklyn, for St. Ignace, 40c; Emeu, for Sand Beach, 25c; Gulnair, for Hamilton, 85c; Graves and Adams, for Duluth, on contract; Oscar Townsend and Edward Kelley are at the O. C. dock loading for Duluth, 50c.

Schooner Riverside arrived from Buffalo minus two jibs, which she lost on Lake Erie.

J.

MARINE CITY.

Special to the Marine Record.

The tug Admiral D. Porter, of Moffat's line, has been sent to Tobermoray, in Georgian Bay, to the relief of the Canada schooner Oriental, lumber laden and waterlogged. She will be brought to Port Huron for repairs.

The proprietor of the Botsford elevator, Port Huron, states that the reported shortage of the schooner Mary L. Higgie consisted of 90 bushels of wet wheat, and that there was no shortage at all. Also in the case of the schooner City of Chicago, alleged to be short, that she also had 75 bushels of wet grain, and at the request of Captain Higgie, owner of the cargo, it was held for three days until the weighmaster, of Chicago, should arrive to settle the tally, who made her shortage appear larger than the proprietors of the elevator did.

The barge Dan Allen, recently raised at Port Huron, has been towed on to Stag Island, which will probably be the last of her.

The steamship Thomas W. Palmer took on recently 51,000 bushels of wheat at Port Huron, the largest cargo ever taken on at that port.

Captain John J. Morley, for a time associated here with his brother, Captain W. B. Morley in shipbuilding, died in Rochester, N. Y. He was for several years a popular steamboat master on Lake Ontario, and was well advanced in years.

H.

EAST SAGINAW.

Special to the Marine Record.

A party of gentlemen of this city are negotiating with eastern parties for a fast excursion steamer for the Saginaw river and bay for next season's business.

The propeller Saginaw Valley gave an excursion to Heisterman Island on Saturday. About four hundred people were on board and a very enjoyable time was had.

The Canadian tug Bob Hackett brought the barges Mary Birckhead and Star of the North on the river Saturday, they having been left by the tug Record at Turtle Island light.

Any one having a good staunch steamer, suitable for the excursion business that will accommodate three to four hundred people can find a customer by addressing Harry Shaw, vessel broker, East Saginaw.

The steamer L. G. Mason, of the River line, seems to be particularly unfortunate this season, having had several mishaps since the opening of navigation. On Tuesday last while on her route to Bay City, she struck a snag with her wheel with such force as to break the immense double crank. She was towed to this city by the tug Witch of the West where a new crank was made by A. F. Bartlett & Co. The steamer C. B. Hull took the Mason's place on the route.

The steam yacht, recently purchased from Long Lake by gentlemen in this city, has been thoroughly overhauled, recalked, new planking put in where required, the cylinder bored out, and other repairs made to the machinery. In fact, she is nearly a new boat, has been renamed and is now known as the Laulie.

The tug Tom Maytham, of the M line, not finding business very brisk in harbor towing, is now making up a tow for the Ohio ports.

The Tittabawassie Boom Company tugs that have been laid up since the strike are fitting out again, the tug Hay having taken her first raft down since the strike yesterday, and it is probable that before my next the Boom will be in full operation, employing nearly 500 men.

The barge Seminole, Captain Flick, that has been in ordinary for the last ten days, secured a load for Detroit yesterday.

Engineer John Bustard, formerly chief on the steamer C. B. Hull, now pulls the throttle on the tug James Hay.

The Cass river is now clear of logs to the Bridgeport brickyard, a thing that has not occurred before for years, and numerous steam yachts are taking advantage of the situation by running up this stream in preference to the Flint, Shiawaussee or Tittabawassee.

Messrs. Cole and Leighton, the United States Inspectors of steamboats, district of Huron, were in the city on business on Monday, and right here we would say, two finer gentlemen never lived.

SHAW.

CLAYTON.

Special to the Marine Record.

C. L. Hudson first mate on the steamer John Thorn arrived home last week.

The steam yacht Calumet, owned by C. G. Emery of Brooklyn, was seized by collector Ranney for not carrying her lights. Also the steam yacht Wau-we-net, of Alexandria Bay, owned by Mr. Hill of Chicago was seized by Collector Campbell for not carrying her lights.

The sailing yacht Condor is in port. The crew will spend a few days on the river.

On the up trip of the steamer Anna Laura from Alexandria Bay to Cape Vincent, and just above Clayton, near Wright's stone dock, a gentleman aged about 60 years was bent on suicide. He drank part of a bottle laudanum, and the act frustrated by the captain with the help of one of the crew, who took the poison away from him. He was put into the cabin and watched by two of the crew, but the man determined to end his life, saw his chance and jumped overboard. The steamer was stopped and a search made, but the night being very dark he could not be found. The steamer proceeded to Cape Vincent. No one knew him so his name will be hidden till he is found.

On Friday the sky was angry and the wind fresh from the southwest during the day; toward dark the lightning was very sharp all around; the storm passed around from Cape Vincent to Watertown, Carthage and Ogdensburg, doing some damage. The other half passed down on the Canada side.

The collector of this port, Mr. M. Ranney, died very suddenly at his office this evening. He had been on the street most of the day, social and jolly as ever and but a half an hour before he died was sitting in front of Mr. Angel's store talking. He went to his office in the warehouse and was there but a few minutes before he died. He has been troubled with asthma for years and probably was taken with choking, for when found he was leaning out of the window in his office, probably for breath. His remains were taken to his residence. His death cast a sad gloom over the community. The family has the sympathy of many friends.

B.

BAY CITY.

Special to the Marine Record.

The schooner Jura got out of the Bay City drydock Thursday and is loading at Bradley's mill for Ohio ports.

The Canadian tug Bob Hackett took the schooner Jura out Tuesday.

The tug J. P. Clark, Captain Meigel, was in port yesterday making up an Ohio tow.

As a result of the strike and our mills not starting up here a large number of log owners are having their sawing done at East Saginaw, which is a great detriment to the city. But it is hoped before another week passes all will be at work again, as a large number have or are about starting at this writing.

The propeller P. H. Birckhead and tow came in the river Saturday, and are all loading for Buffalo.

The T. & S. T. Company's barges J. R. Edwards and Minnie E. Orton have been chartered for the balance of the season to carry lumber from Saginaw river to Buffalo.

The dredge East Saginaw No. 1, owned by W. A. Beebe & Co., of this city, has secured the contract for throwing up an extensive embankment on the Cass river, five miles above Saginaw for the Cass River Bridge Company.

East Saginaw parties are figuring on purchasing or building a first class excursion steamer for next season's business. As there is no boat on the river at present that can be had for this purpose only on certain days in the week, it is probable this will prove a profitable investment to her owners.

The steamer Colonel Camp, chartered through Harry Shaw, of Saginaw, took a large party of excursionists up the Saginaw and Tittabawassee rivers on Sunday. At Saginaw a party of twenty couples in Morrill's bum boat joined the excursionists and they all passed the day in recreation on the high banks of the Tittabawassee.

The campers are beginning to return from Point Lockout, and the shore line steamer excursion business seems to be dropping off.

The following steambarges and their consorts arrived in the river Sunday and are all loading: T. S. Cristy and barges Agnes, Jenness, Sweepstakes, and Wyandotte, propeller Bay City, barge Buckeye State, and T. H. Orton, D. Leuty and barges Jackson, Botsford and Montgomery, propeller D. W. Powers, barges Buckout, McDougall, Sunshine, and Journeymen, propeller Bell Cross, barges George Wand, Little Jake and S. Clement.

SHAW.

DULUTH.

The Duluth Improvement Company, composed of Mendenhall, A. M. Miller, D. A. Duncan, A. J. Sawyer, and A. McDougall, leading Duluth capitalists, has secured control of that property known as Commerce Division in this city, between the Northern Pacific and St. Paul and Duluth railroads property, and work will be commenced immediately to open a system of slips in our harbor, entirely changing the present dock lines, and opening up several miles of new dock room. The plan is to cut a canal about 175 feet wide between the present Northern Pacific and St. Paul & Duluth docks and running about 800 feet into what at present is known as the swamp, and the opening up a large slip about a mile long running from Fifth avenue west to Rice's Point, and then cutting smaller slips as the business demands. It is understood that the Northern Pacific and St. Paul, Minneapolis & Manitoba Railroad Company are backing the enterprise. The Chicago, St. Paul, Minneapolis & Omaha Road Company has purchased a strip of land just east of this property, where it will build a large dock and erect large warehouses to accommodate the fast increasing business here.

EAST TAWAS.

The barge Iosco, in tow of the tug Music, was discovered to be on fire Monday night. It is supposed it was started by the kitchen lamp left burning. The barge was towed into the harbor and scuttled. Her cargo consisted of 325 M lumber and 300 M shingles consigned to S. McLean, Buffalo. The barge was owned by McLean & Fletcher of East Saginaw. She was valued at $4,000. About 50,000 feet of lumber and 50,000 shingles were saved. The cargo and boat is a total loss.

OWEN SOUND.

The steamer Francis Smith was sunk by running on a ledge in Georgian bay. She left here Saturday afternoon for Port Arthur with forty passengers, thirty-five cattle and a fair cargo of general merchandise. The passengers got off safely. She lies on a rocky bottom in ten feet of water. She was built in 1867 and owned by Captain Robertson and H. E. Smith of Owen Sound. Value $30,000.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXXII.

The celebrated rock of pure copper on Lake Superior, and which caused so much speculation among scientists, arrived at Buffalo in October, 1844, on board the revenue cutter Erie, Captain Gilbert Knapp. It was brought from the shore of Lake Superior through the enterprise of Mr. Julius Eldred, of Detroit, to be placed in the National Institute at Washington. It was first shipped on board the schooner Algonquin and transported over 300 miles to the head of the falls of Sault St. Marie. It was then transferred to a Mackinac boat, and after passing through the canal, around the rapids, it was shipped on board the schooner Wm. Brewster for Detroit, where it arrived October 11. At Detroit it was taken on board the revenue cutter and taken to Buffalo as above stated. Thence it was transferred to cars on the way to its place of destination. It was pure native copper without alloy. The weight of the rock was never definitely ascertained, but was estimated at 2,200 pounds. Its dimensions were 3 feet 8 inches long by 3 feet 4 inches broad. It was the largest specimen of native copper in the world.

On May 4 the schooner Freedom, Captain Ward, was capsized about noon, 15 miles above the Fort Gratiot lighthouse and 3 miles off shore. There were six persons on board, three of whom were drowned. The names of the lost were John Wright, George Taylor, and William Brown, of Newport, River St. Clair; all young men, under 20 years of age. The vessel was loaded with lumber and shingles, owned by Z. Wright, of Lexington, and bound for Detroit.

On the 18th of same month the schooner Nicholas Biddle, lying under bare poles, was capsized by a squall, about two miles below Cleveland. The crew was all saved and the vessel subsequently recovered.

The schooner Shamrock, laden with pork and flour from Toledo, was capsized about 8 miles above Gravelly Bay, and one man was lost. The vessel was recovered a few days afterward.

Captain Pickering, of the schooner Columbia, committed suicide June 3, by cutting his throat at lock No. 8, in the Welland canal. No other reason could be assigned for the commission of the rash act except that the captain was much mortified on finding that his new vessel was too large to pass through the locks.

The sales of wheat at Buffalo during the month of May ranged from 86½c. to 88c.

The new survey steamer Colonel Abert, made her trial trip at Buffalo, May 18, and gave the utmost satisfaction.

Lawson, Howard & Co., B. B. Kerchival & Co., G. Williams & Co., and Charles Howard & Co., with others already noted, were in the forwarding and commission business at Detroit in 1844. Kimberly, Pease & Co., Hiram Niles, Chard, Meech & Co., Hughes, Parsons & Co., and George Davis, also others at Buffalo. T. Richmond & Co., R. Winslow, at Cleveland.

The United States iron propeller Jefferson was launched early in the season at Oswego. The material for her construction was got out at Pittsburgh, whence the iron was conveyed to Oswego, ready for fitting together. The Jefferson was 360 tons burden, and pierced for twenty-six guns, but carried only one gun amidships. Her engine was one of the Ericsson model, of 120 horse power.

Dorr, Webb & Co., John W. Strong, S. T. Hanson & Co., John Hulbert & Co., W. T. Pease, J. Nicholson Elbert, John Chester, and H. T. Stringham may be added to the list of forwarders at Detroit in 1844; Wilkins, Marsh & Co., Ward & Co., Johnson & Co., and Sears & Griffith, at Buffalo; D. N. Barney & Co., Pease & Allen, at Cleveland.

A Captain Brundage, who commanded the steamer Victory, between Buffalo and Chippewa, was arrested at the latter port on suspicion of having murdered a woman and child, after robbing the mother of $600 which she had in her possession. A wayfarer reported to the authorities that such were the facts, and that on a certain night he saw Brundage bury his victims in the Chippewa burying ground. On search being made the bodies were found as described, but at the trial the evidence was not deemed sufficiently strong to convict the prisoner, and he was accordingly given the benefit of the doubt. Brundage afterward fled to unknown parts and was never more heard of.

The steamboat arrangements for boats plying between Buffalo and Chicago were as follows, although other boats made occasional trips to the upper lakes, but not on pre-arranged time: Steamer Nile, Captain Arch Allen; Buffalo, Captain Levi Allen; Wisconsin, Captain H. Randall; Great Western, Captain A. Walker; James Madison, Captain J. McFadgen; Chesapeake, Captain D. Howe; Rochester, Captain T. P. Folger; Bunker Hill, Captain C. C. Stanard; Missouri, Captain Thomas Wilkins; St. Louis, Captain G. W. Floyd; DeWitt Clinton, Captain A. H. Squier. Plying between Buffalo and Detroit, calling at way ports, were the steamers Lexington, Captain F. N. Jones; New Orleans, Captain E. Brundage; Julia Palmer, Captain T. J. Titus; Columbus, Captain George F. Powers; Robert Fulton, Captain R. Hart; Constellation, Captain J. M. Lundy; St. Clair, Captain Robinson. Plying between Buffalo and Monroe: General Wayne, Captain A. D. Perkins. Buffalo and Perrysburg: Steamer Commodore Perry, Captain D. Wilkeson. Buffalo and Erie: Steamers Indian Queen, Captain Staring; Chautauqua, Captain F. S. Miller.

The steamers United States, Fairport, General Scott and St. Clair were not connected with any line, but plied as opposition boats. The steamer Governor Marcy, Captain A. Harris, plied chiefly between Buffalo and Silver Creek, and a portion of the time wrecking and raft towing. Steamer Emerald, Captain H. Van Allen, between Buffalo and Niagara Falls. Steamer Brothers, Captain W. Eberts, between Detroit and Chatham. Steamer McComb, Captain Morton, between Detroit and Maumee. Steamer Romeo, Captain D. Webster, between Detroit and Mount Clemens. Steamer Huron, Captain Ward, Red Jacket, Captain G. R. Evans, and Telegraph No. 2, between Detroit and Port Huron.

Early in the winter of 1844 G. W. Jones, shipbuilder at Cleveland, laid the keel of a mammoth steamer, to be constructed for D. N. Barney & Co., of that port, of the following dimensions: Length of keel, 254 feet; on deck, 265 feet, and of 1,200 tons burden. Her dining cabin on the upper deck was 230 feet long, with state rooms on either side, and a ladies' saloon at the end of the dining cabin. Her engine, 500 horse power, wheels 30 feet in diameter, with buckets of 12 feet. The steamer was launched in the fall and christened the Empire. She came out the season following, commanded by Captain D. Howe, formerly master of the Chesapeake, and R. Wagstaff mate.

There were added to the tonnage of steamers above the Falls: Steamer Tecumseh, 259 tons, built at Algonac; Emerald, at Chippewa, 250 tons; J. Wolcott, at Maumee, 80 tons; Indian Queen, at Buffalo, 112 tons; New Orleans, at Detroit, 610 tons; St. Louis, at Perrysburg, 618 tons; and not belonging to the merchants' service, the United States steamer Michigan, at Erie; the Abert, at Buffalo, and the Jefferson, at Oswego. On Lake Ontario the steamer Niagara, at Clayton, 473 tons, built by John Oades, and sailed by Captain R. F. Childs.

Captain Amos Pratt retired from the command of the propeller Samson, to superintend the building of a new screw steamer at Perrysburg. Captain R. L. Robertson took charge of the Samson.

The close of the season of 1844 was the most turbulent ever recorded, as may be seen from the following record of disasters which occurred in October of that year: Steamer Robert Fulton, lost at Sturgeon Point, Lake Erie, with 3 lives. Iron steamer Abert, driven upon the beach at Buffalo and got off. Steamer Julia Palmer, damaged in upper works and strained. Steamer Commodore Perry, arrived at Buffalo, in a shattered condition, losing one man, and ran into the steamers Great Western and Wayne. Steamer Chautauqua, ashore on her beams' end near Black Rock. Steamer Emerald lost her smoke-stack and cabins damaged. Steamer St. Louis broke her shaft and lost 3 men and a boy overboard. Steamer Columbus driven into a pasture 200 feet from the creek. Brig Europe reached Buffalo, damaged in hull and outfit. Three canal boats driven out of Buffalo harbor and went ashore. Two servant girls drowned in their beds at Huff's hotel, Main street, Buffalo. A woman residing near Washington street, Buffalo, drowned in her bed. Five children and one woman drowned on west side of Buffalo creek. Moses White found drowned in Buffalo harbor, near steamer Great Western. A. Metol and his son Simon Metol drowned on west side of Buffalo creek. A man in Wilkeson's foundry drowned while trying to save others. Buckley Wheeler, of Buffalo, and Thomas Rushing, of Toronto, drowned in Buffalo harbor. George Blanchard drowned near by. Mr. Havens, a milkman, and a boy in his employ drowned. Wife and 3 children of John Smith drowned on Buffalo flats. Infant child of Mr. Nelson was found drowned on the flats. Mrs. Smith and two daughters found drowned on Elk street, Buffalo. Mr. Chase, a milkman, and a boy drowned on the west side of the creek. Mrs. Catharine Smith and child, of Albany, drowned on the east side. Brig Uncle Sam, Captain John Vail, and schooner Marion, Captain Jerry Oliver, arrived at Buffalo during the gale with outfit badly damaged. Schooner Robert Wood, Captain Miner, of Oswego, damaged a cargo of merchandise in the gale on Lake Erie; vessel otherwise all right.

The amount of merchandise, books and papers on the docks, damaged and lost, was over $10,000. The water the highest ever before known. A horse swam ashore from the steamer Julia Palmer with a letter attached to his mane, stating that they had burned all the wood and were then burning the furniture. John Brown, a ferryman, drowned in the creek. Fifty canal boats went ashore between Buffalo and Black Rock. Schooner Ashland, beached near Erie street, Buffalo; got off. Steamer G. W. Dale was floated across Ohio street, Buffalo. Steamer Bunker Hill, high and dry, up the creek. Schooner Hannah, of Oswego, with merchandise for Detroit, wrecked 20 miles below Malden and went to pieces; crew saved. Schooner Ottawa lost anchor and sails on Lake Erie; arrived at Detroit. Schooner Marengo arrived at Detroit from Lake Erie, with sails gone. Schooner Maria Hillard arrived also with sails and outfit gone. Schooner Big Z, ashore on Hog Island, Detroit river; got off. Schooner Congress went ashore two miles below Malden. Schooner Wyandotte arrived at Detroit with outfit damaged on Lake Erie. Brig John Dougall (British) bilged on Peach Island, Lake St. Clair. Schooner Pacific, wrecked and went to pieces near Dunkirk. Propeller Emigrant sustained serious damage on Lake Erie.

The gale was terrific, blowing from northwest, followed by intense cold. At Buffalo the loss of life and property was greater than all other points combined, the water rising within the space of two hours, 22 feet. On Lake Ontario the schooner Charlatan, owned by Fitzhugh & Co., while on the passage from the Welland canal, made Sodus harbor during the night, stranded on the bar, bilged, and filled with water. She had on board 4,200 bushels of wheat which was insured for $2,000. The mate of the schooner Nicholas Biddle was lost overboard in Lake Erie. The schooner Pennsylvania was wrecked on the north shore of Lake Erie and all lost; 10 lives. A Canadian craft, name not given, foundered in Lake Erie with loss of 13 lives. The small schooner Governor Marcy was wrecked near Point Abino with 5 lives. The schooner United States, laden with merchandise for Detroit, was driven ashore on Point Monyea, near Detroit river. The number of lives lost at Buffalo was estimated at 58 and those on the lake 25. The Fulton was a high pressure boat, of 308 tons, and had been nine years in service. She had a large load of passengers on board and a full cargo of freight. The persons noted as lost were a man and his wife and daughter, who were steerage passengers. The total number of casualties was 85. The valuation of property is not given, but it did not vary far from $150,000, afloat and on shore.

The steamer Bunker Hill was the last boat of the season to leave Buffalo for Chicago, taking her departure November 15.

RAFTING ON THE UPPER MISSISSIPPI RIVER.

Written for the Marine Record.

BY THE SECOND ENGINEER.

PART II.

Piloting in the primeval days of rafting upon the Upper Mississippi was a distinct business, arduous in its requirements and very remunerative, for the mill sawing the lumber carried on its own retailing business in a lower country port, the chances are they would hire their pilot by the season, with salary ranging from $1,000 to $1,800 per season, which, before the war, was indeed a fine salary. However, many of the pilots contracted to run by the thousand, in which case he furnished everything, even to the lines necessary to work with, which outfit was known as a "kit," and cost the pilot from $500 to a $1,000. A pilot running by the thousand based his profits upon his ability to make a fast trip. The raft in the water, the owner would place an oar on either end of each string. These oars were massive timbers, with a huge blade fastened into one end, and when hung for use, it was as much as a man could do to lift it. A raft if made up in the Mississippi, when ready, would turn loose and float on, but if made in the St. Croix river, or lake, as there is no current, it had to be towed by hand into the Mississippi river. The pilot, standing up on one corner of the bow of the raft, would direct its course by flanking it from point to point, through the use of the oars on bow and stern. Thirty miles of a run, from the St. Croix and Lake Pepen confronted them, a lake that is from 3 to 5 miles wide and 27 miles long. Through this lake and the pilot deemed all danger past, for often it was necessary to wait days and days for the wind to fall, that they might enter Lake Pipen. They made the trip through the lake by towing by hand, aided sometimes by a down stream wind, in which case blankets and planks would be utilized as sails to help the huge and unwieldy craft. When they had entered the river they would float whenever they could, remembering that an up stream wind always stopped them, while side winds sometimes did. From the foot of the lake to St. Louis is a distance of 700 miles, with what was called a "nine days' current," *i. e.*, a raft, leaving the foot of the lake, could, if it met no adverse winds, and run night and day, never tying up for anything, float to St. Louis in nine days. Yet only one man, Thomas Faubush, ever succeeded in making the run. In fact it was this gentleman who demonstrated the fact that it required but nine days from the lake to St. Louis. Every St. Louis pilot tried it, one getting to the mouth of the Missouri, it is said, on time, but no other man, when wind stopped him, reached the record of having made the run in nine days; or, in other words, in all the years of floating rafts, but one man had the elements so entirely in his favor as to enable him to float a raft upon the Mississippi river, a distance of 700 miles without a stop. Having reached their destination and the raft delivered, the crew would be paid off, and that generally ended their connection with this pilot, and each man would then set out upon his own hook to make his way back up the river as he saw fit.

The mode of employing the raftsmen was, first, a stipulated sum to make the trip; second, a certain sum per day from the time the raft left until it was delivered, with or without fare back, as the case might be; third, so much a day, "round time and fare back," which meant to be on wages from the time the men left until they returned to point of shipment. The latter system was, by far, the most popular with the men, as the trip up the river by boat, in low water, sometimes consumed five or six days, during which time they had nothing to do, and were paid for it.

A ten string raft would take twenty men, two pilots and a cook. The second pilot generally acting as clerk, or rather the clerk generally acting as second pilot. A trip from Stillwater to St. Louis would, in floating days, take, according to the weather, from 21 to 100 days. In low water the raft was split in halves, at the narrow places, and each pilot took a piece, the first pilot generally leading. While it is true that it was seldom that the same crew, as a whole, made the second trip, yet some pilots would have a portion of the same crew year after year. In the primeval days of rafting, during the return trip upon a steamboat, the raft cook would cook for the men, which, with the disadvantages incidental to deck travel, sometimes made its chances for regularity of meals rather bad. One of the first innovations made in the business was the discarding of this system, and placing every man for himself, free to travel in the cabin or on deck as he saw fit.

The pilots were, indirectly, divided into classes, as for instance, the Stillwater and St. Louis pilots, the Reed's Landing and St. Louis pilots, the Black River and St. Louis pilots, and the Wisconsin, or "Wisconce" pilots. As a class the Mississippi pilots looked upon the Black and Wisconsin river pilots as lacking in the knowledge necessary to be first class men. This, however, was not a personal matter at all, yet many are the tales and legends told of the actions of "Wisconse" pilots when they entered the Mississippi river, which, as compared to their narrow river, appeared like an ocean, and their strongly ratted lumber, like an iron war vessel, made sad havoc with any Mississippi raft, did they collide, as they sometimes did. It used to be said of the Wisconsin river pilots that when they entered the Mississippi river they turned the raft loose and all hands went to bed and "let her float." If she struck an island they would get her off, and go on. They say that one of these rafts was floating on one dark night and noticing lights on the shore some one inquired, in a loud voice:

"What town's that?"

"St. Louis, you fool!" went back the uncomplimentary reply.

"Is that so! Good God, boys, get out a line, for here's where we want to land."

There is a town a few miles below Davenport, known as "Jug Town," and it was a "Wisconse" pilot who gave it the name, so they say. The town in question is known for the manufacture of pottery. A raft floating down in the night, the pilot, in order to ascertain the distance he was from the shore, stood throwing sticks ashore, one of which went crashing into a lot of crockery, piled up for shipment, making a serious noise, which, when heard by the pilot, called forth the ejaculation, "Jug Town, by jingo."

A CANAL TRAGEDY.

Mr. Wanley Clark, son of the collector of this port, and Miss Gertrude Kennedy, of Toronto, were drowned near lock 3 of the new Welland Canal, August 19. Miss Kennedy and her mother were visiting here, and Mr. Clark and Miss Kennedy drove into St. Catharines early in the evening and were returning by the road running along the canal bank. The night was dark and the road narrow, and in turning out to pass another rig Mr. Clark's horse and buggy went over the edge of the road and into the canal. The buggy was a covered one with top up, and both the occupants were held fast and drowned. The bodies were recovered in a very short time, but too late to save their lives.

pose to deduct 10 per cent. from any amount that may appear to the credit of any one who may entrust their claim to me, the balance to be held in the Treasury subject to the order of the claimant or to his authorized agent.

My long familiarity with the character of of this claim, and the extensive personal acquaintance I have with those interested, as well as with Members of Congress, encourage me to hope a large number of claimants will signify their confidence in me by sending their proxies in the form of a contract, a copy of which I hereby send enclosed.

It is to be hoped those that are interested and have sufficient faith in the justice of their claim to risk $1.00 more (which will be necessary to pay for printing, postage, stationery, etc.,) will respond without unnecessary delay, and enclose the money to my address and at my risk. Very truly yours, E. W. GOULD,

Ex-President National Board Steam Navition, Room, 81 Vanderbilt Building, 132 Nassau Street, New York.

New York, August 10, 1885.

STEEL CANAL BOATS.

"Did you ever see an iron canal boat?" said a shipbuilder the other day. "Probably not. Well, the time has come when steel ought to take the place of wood in building the barges that carry the traffic on the canals.

"Why have not canal boats, as well as ships, been made of iron" was asked.

"Because iron would not stand the strain Navigating a canal wears out a boat very rapidly, as owners who are getting 3½ cents a bushel from Buffalo to New York are finding to their cost. The bumps and shocks received at the locks are what do the business. Wood is elastic, and bends under a shock without breaking. An iron boat would both bend and break. It would be impossible to round out a deep dent in the bow or stern without ruining the plate. Steel is different. Some plates have been tested in Pittsburg which were made for a new steamer for the Detroit & Cleveland Steam Navigation company. These tests showed that the plates could be stretched out cold so as to increase their length 50 per cent. without parting. That is a stretch almost equal to rubber. In other tests made by the Detroit Drydock company some strips of steel were bent double without showing any abrasion, and another strip was bent, not doubled, repeatedly without showing a flaw. A ball of iron weighing 950 pounds was dropped from a height or 35 feet on a plate 3-16 of an inch thick. The blow made a great bulge in the plate but the plate was not broken. The plate was then turned over and the ball dropped on the bulge. This was repeated five times and then the plate was not broken, but when the ball was dropped on an iron plate a half inch thick the plate was broken at the first blow. These tests show plainly that thin steel plates are not only sufficiently strong, but that their elasticity would make them far superior to wood for building even the roughest barge."

"But with the narrow profits on boats will not the increased cost of a steel boat eat up the little money that is now made?"

"No. A first class grain carrier made of wood is worth 3,500. It will carry $8,000 bushels of grain. A steel boat, having sides that are much thinner, and on the whole weighing very much less, will carry nearly 20 per cent. more cargo. Therefore, for each cargo the steel boat will earn about $50 net more than a cargo in a wooden boat, or for a season of six trips $300 extra. With money very plenty at 5 per cent. the canal man could afford to pay a good deal more for his steel boat than for a wooden one. But the fact is the steel boat while costing more money at the start, will cost much less for the year's wear. The amount which the owner will have to charge to construction and repairs on a wooden boat for six years would be as much as he would have to charge against a steel boat for the same time. The amount of wear in a steel boat, judging by the experience with iron in England, would be from forty to fifty years. If a man will build a steel steamer with two steel consorts he can earn about $1,500 gross on each round trip with them, even at present rates, and could clear the cost of construction in two seasons. Theres money in the canal yet."

FOR SALE OR EXCHANGE.

ENGINE—The undersigned offers for sale or exchange an engine 34x36, low pressure, with boiler and connections. The engine is in good shape. Will trade for barge or tug. T. CURRIE, Port Huron, Mich.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°2 55 A M	°3 05 A M
No 8, N Y, B & A Express	°8 20 A M	°8 45 A M
No 26, Elyria Accommodation	†7 45 A M	
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	°2 20 P M	°2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	
Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°12 15 A M	°12 25 A M
No 23, Mich Express via Sandusky	°2 15 A M	
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	°10 30 A M	°10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	°6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

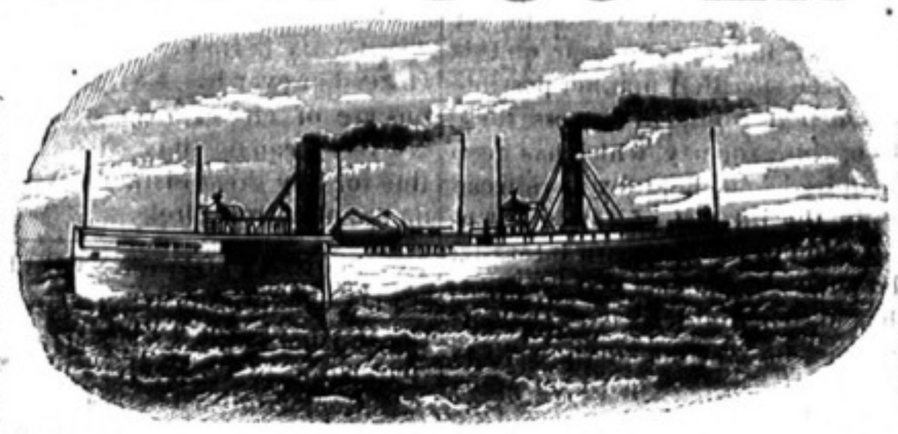
Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

MOFFAT TUG LINE.

TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



TUGS. ADMIRAL PORTER, KITTIE HAIGHT, RIVER QUEEN.

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No. 9x26 Wrought Steel Range has one oven 26x26 and 15½ high, has 6 9 inch boiler holes, top cooking surface 3 feet 10 inches by 3 feet.

No. 9x26 Range has 10 9 inch boiler holes Size of ovens 26x26 inches each. Top cooking surface 6 feet by 3 feet.

No. 9x18 double oven range has 8 9 inch holes. Size of ovens 18x26 inches each. Top cooking surface 5 feet by 3 feet

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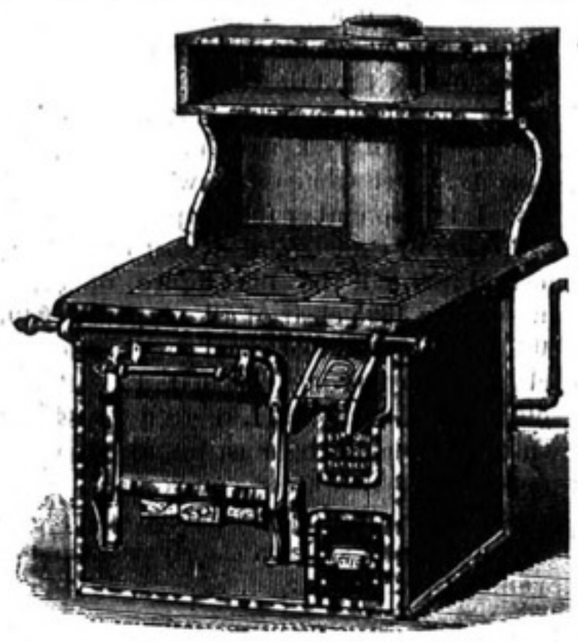

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, August 18, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended August 15, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
126,312	.....	Sc.	Col. J. L. F. Cottrell,	10.75	10.21	Cedar Keys, Fla.
95,857	K D C V	Sp.	Hotspur,	1273.51	1209.84	New Bedford, Mass.
76,593	.....	Sc.	Jessie Carll,	64.67	61.54	New York, N. Y.
140,779	.....	Sc.	Louisa A,	.....	11.67	Savannah, Ga.
91,784	.....	Sl.	Madgie,	10.12	9.62	do
116,060	.....	Sc.	Severine,	17.16	16 30	Bayou Lacombe, La.
160,067	.....	Sl.	Sylph,	8 34	7.92	Groton, Conn.
			STEAM VESSELS.			
126 373	.....	St. p.	Cora Ryan,	36.47	33.74	Vermillion, Dak.
157,153	.....	St. s.	Dolphin,	32.46	16.23	Baltimore, Md.
14,441	.....	St. p	Katie Pease,	14.05	12.09	Omaha, Neb.
116,062	.....	St. s.	Seaside,	17.65	9.18	Portland, Ore.
145 413	.....	St. p.	Topsy,	29.87	27.82	do
25 260	.....	St. s.	Uncle Richard,	13.44	10.57	do
81,077	.....	St. y.	William L. Scott,	4 00	2 00	New York, N. Y.
			UNRIG'D VESSELS.			
34 148	.....	Barge	Cayuga,	.....	25 81	Kansas City, Mo.
46 343	.....	C. Bt.	John McBain	.....	87 78	Albany, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

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Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	°10 40 A M	°10 45 A M
Chicago Accommodation	°9 02 P M	
Local Freight	°11 45 A M	°12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Accommodation		°6 45 A M
Fostoria Accommodation	°4 46 P M	°4 51 P M
Local Freight	°12 20 P M	°12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—°7:45 a. m., °1:35 p. m., ‡10.50 a. m., ‡5.45 p. m., ‡1.35 p m.

EUCLID ACCOMMODATION.

Depart—°6 24 a. m., °9:10 a. m., °5:05 p. m., ‡8 45 a. m., ‡12.15 p. m., ‡4 25 p. m.

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A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, AUGUST 27.

CHICAGO LAKE FRONT PROPERTY.

The aggressive railroad corporation not content with the magnificent tracts of land it secured by grant from the congress of the United States, sends its lobbyists into state legislatures in order to influence those bodies; that is, the railroad puts its money where it will do the most good. In this way the Illinois Central Railway Company has succeeded in securing for its use forever and a day about $100,000,000 worth of lake front property in the city of Chicago. This little donation, by the state legislature of Illinois, to a railroad corporation is more than was expended on lake navigation, for the improvement of rivers and harbors on the entire line of the chain of lakes for the past ten years. This scheme not only adds materially to the wealth of the railroad, but infringes upon the navigable waters of the lake, and as has been said in these columns before, prevents the proper and necessary extension of the harbor facilities of the great city of Chicago, which will be demonstrated at a very early day, when that exigency becomes necessary as is apparent to all. The right of way secured by the Illinois Central railway in 1852, which was to be 300 feet wide and parallel to and 400 feet distant from Michigan avenue has been grossly violated in every respect, and citizens have been shut off from access to the lakes, streets have been fenced in, and the entire lake front has been used as a yard, the company wholly monopolizing the lake front from the river to south park. Not only is the above true, but the Illinois state legislature confirms the right of the Illinois Central Railroad Company, a railroad that is owned principally by Englishmen, by virtue of the grant referred to above, the occupancy, use and control and the riparian ownership incident thereto, in the submerged lands lying east of its right of way, and grants in fee to that company are made to the right and title of the state of Illinois to the submerged lands extending one mile out in the lake from the breakwater, (the same as the Lake Shore road holds title to Cleveland's lake front extending parallel with its roadbed) between the main river and the roundhouse of the company, which in fact constitutes the whole of the outer harbor. Aside from all these privileges granted to the Illinois Central, the lake front steal placed it in the power of the Chicago, Burlington & Quincy to acquire, in case it defaulted in the payment of $800,000 into the state treasury and thereby secure a quit claim deed, all the property north of Madison street between Randolph street and the Illinois Central Railroad. Although Governor Palmer vetoed the bill referred to the legislature passed it over his veto. Notwithstanding the fact that the legislature of 1873 repealed the bill, the railroads refuse to acknowledge the legality of its action, and insist that a concession acquired in this way by a corporation could not be eradicated and recent action of the Chicago harbor commissioners, in their efforts to again gain control of the lake front, for purposes of general benefit to the city, in which they were ingloriously defeated before the courts, goes to show that the railroads have a riparian grip on Chicago which they will not loosen.

It will be well if the Chicago business men, all men interested in navigation, all lake associations and every vessel owner would bring their influence to bear on this matter and in the speediest manner possible adopt a course that would dispossess these land sharks of this property, which has been illegally acquired and held by a railroad corporation in the interest of foreign owners to the detriment of our own interests, those of lake navigation, and the improvement of that harbor, and if it is expedient, as has been said, for our lake organizations to take cognizance of these facts, an effort for their correction can not be made too early.

LET it not to be forgotten that during the month of October 1881, wheat was taken by lake from Chicago to Buffalo for half a cent freight and subsequently several cargoes were taken for ballast. It may also be stated that fewer vessels were laid up that season than at the present time. The highest freights that have ruled on the lakes was in 1866, during the latter part of which season it got up 23c on wheat from Chicago to Buffalo and at no period during that season was it below 10½. This spurt in freights commenced in 1865 reaching as high as 19c during the fall term and in illustration of the fact it may be stated, that the schooner Clara Parker with a 30,000 bushel capacity which came out new that season at Detroit in September for Captain Thomas L. Parker of Chicago, at a cost of $27,500, cleared that fall the net figure of $8,700 and during 1865 clear of all expenses $19,000, which met the original cost of the vessel. After being laid up that fall Parker sold her to Charles M. Lindgren for $41,000 which was one of the most important vessel transactions, doubtless, on record. Such facts it is not presumable will be ever placed on record again and can only be cited as events of the past.

GREAT CIRCLE SAILING.

MILWAUKEE, August 24.

To the Editor of the Marine Record.

The article on great circle sailing in the MARINE RECORD of the 20th has attracted much comment. My opinion is that great circle sailing cannot be practically adopted by sailing vessels from many courses, which would need more time than I can spare to explain, although it may be adopted with some certainty without reference to any general rule, as follows: Supposing that a ship to sail on a circle on the earth surface, having the center of the earth as its center; for instance, when a ship sails from north to south she sails on the arc of a great circle and when she sails true east or west, on the equator, she also sails on the arc of a great circle, because these circles have the earth's center for a center. In sailing in a straight, rhumb line in any other direction which, although it may appear perfectly straight on the chart, nevertheless is on a circle. If the ship's position at noon were laid on a terrestrial globe it would be found that she had described a circle with its back toward the equator, and had been sailing on a small circle.

Now the object to be attained in great circle sailing is simply to adopt a curve or track on the chart, the back of which shall be turned toward the pole of the latitude in which she is sailing. Then suppose her position at noon to be laid off on the globe as before, it will be then found that she has been sailing on a circle which has the center of the earth as a center. The distance measured between any two places on this great circle is the least distance between them; but, as before observed, this is not always practicable. A modification may be adopted by tracing upon a chart of the intended voyage a curved track from port to destination, having its back toward the north in north latitude or toward the south in south latitude, and which shall pass clear of any land or obstructions such as islands or sunken rocks, and at the same time placing her in the most favorable position to take advantage of the prevailing winds and current.

The manner of doing this in practice at sea is simply to draw a line between the two places on the chart, and then to make a mark to the extent to which the curve may safely and judiciously be made on the polar side of the middle of that line, then through the points trace a curved line which will approximate to that of a great circle. Now it is evident to sail on this curved track the course must be shaped accordingly, and that it will be necessary to be reshaped at the end of every 100 miles, or probably at shorter distances for accuracy. The extent of the curve must be greatest in high latitudes, and on crossing the equator it changes to the opposite side of the staight line. Although the ideas are simple, still, in my opinion, in practice at sea it would be very complicated. I can see in no way that it can possibly shorten distances from one place to another. The theory is simply to go around the hill instead of over it. Navigation is a continuous arc of circles over a trackless circle. No vessel can possibly sail on a direct rhumb line for any great distance without making an arc of a great circle. C. W. L.

IN MEMORY OF GENERAL GRANT.

Following resolutions were adopted by the Marine Engineers' Beneficial Association, No. 6, of St. Louis:

With our countrymen in general this association mourns the loss of the world's great soldier, General U. S. Grant, whose death saddens the heart of the nation. From the humble walks of life, from the shop of the mechanic, he arose to be the foremost man of his age, one to whom the crowned heads of other lands felt proud to honor; for he was in victory magnanimous, in command just, and in manhood noble. Neither the magnitude of his great influence, or his powers as the nation's chief executive caused him to forget that he was a man, or made him less true as a friend. His public life was one of honor, his domestic life one of sweetness and purity. In appreciation of his greatness and in sorrow for his death, be it

Resolved, That in the death of General Grant this country has lost a man whose place will never be filled.

Resolved, That Marine Engineers' Beneficial Association, No. 6, of St. Louis, in the depths of its sorrow, extend its sympathy to the family of the dead General, and that a copy of these resolutions be transmitted to them under the official seal of the order.

Resolved, That these resolutions be spread upon the records of the association, and a copy furnished the official organ of the order, with the request for its publication.

Respectfully submitted,
In Unity and Friendship,
NORMAN SIEBOTHEM,
CHAS. H. CONLEY,
WM. T. NOEL, } Com.

Adopted August 11.
JAMES SPARGO, Recording Secretary.

AFTER TWENTY YEARS.

The adage that "truth is often stranger than fiction," has been practically illustrated during the past few days. Mr. Melchert, a grain and lumber merchant, visited Racine for the transaction of business with the firm of Kelly, Weeks & Co. where he inquired if he knew M. J. Kelly. Being directed to the office he inquired for M. J. Kelly but the captain failed to recognize him, until on the presentation of his card, and quick glance at the pasteboard and a quicker one at the tender—then they instantly recognized each other, although twenty years had elapsed since they had said good-by.

During the last year of the war Messrs. Melchert and Kelly were serving as ensigns in the U. S. Navy, and were shipmates on the Beals. In June, 1865, on the arrival of the ship at New York she was paid out of commission, and Mr. Melchert entered the United States revenue service as lieutenant; after serving eight years he resigned and went into business ashore. About a year since he settled at Salem, Kenosha county. Captain Kelly on leaving the service came home to Racine, where he has commanded a vessel until a few years since, when he retired and engaged in the lumber business.

It is needless to say that there was a happy meeting, and both are well pleased to find that after drifting around the world for twenty years they are now moored only a few miles apart. So, in the future, Lieut. Melchert and Captain Kelly will have many social visits.—*Racine Paper.*

The river packet Laura May, of Rochester, N. Y., was in Frankfort recently, having on board a large party of pleasure seekers, who are making a tour of the lakes, thence they propose to go down to the Gulf of Mexico, via the Mississippi River. The craft is a handsome river boat of 3 foot hold, about 65 feet long, and 12 feet beam. She has only about 1 foot of side out, and not fitted to be able to withstand even a lively breeze on Lake Michigan. She carries no life boats, although crowded with passengers, has no pilot that is acquainted with the lakes, but is manned by river steamboat men, and we will not be surprised to hear of a disaster to the Laura May ere long. She left Pittsburg June 15 via Ohio River, Mississippi, and Illinois Canal; will return to the river via Fox River, Wisconsin, for New Orleans.

TOLBDO HARBOR, OHIO.

U. S. ENGINEER OFFICE,
CLEVELAND, O., August 22, 1885.

SEALED PROPOSALS in triplicate, addressed to the undersigned, will be received at this office until 11 o'clock a. m. Saturday, September 12, 1885, for dredging 130,000 cubic yards, more or less, of mud, clay, sand, etc., from a section of channel in Maumee Bay, on straight line from a point near where the present channel trends toward the east to a point near where Ottawa river or creek crosses the line of proposed channel. The quantity depending upon the rate at which the work is done.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The sum allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $20,000.

L. COOPER OVERMAN,
Major of Engineers.

DETROIT.

Special to the Marine Record.

The steam yacht Sigma, probably the finest of her class on the lakes, and until now owned by M. S. Smith, of this city, and for whom she was built, was sold by that gentleman on Saturday to Colonel S. C. Reynolds, of Reynolds Bros'., Toledo, for $35,000. She cost $60,000, and was built at Trenton by John Craig, in 1882, and made her first pleasure trip in July of that year. She is 130 feet long, and otherwise well proportioned vessel. Like all others of that class of vessels she has proved an expensive luxury, and her late owner did well to get such an elephant off his hands, even at so great a sacrifice. In point of equipments I doubt not she had no superior afloat, and has a very fine model. There are others which excel her in speed, but otherwise she is all that need be required.

John S. Quinn, the submarine diver of this city, has been to Chicago to examine the centrifugal pump which was used by Captain Dunham on the wreck of the schooner Jamaica.

Andrew Shaw, keeper of the Point au Barque lighthouse, has reported to Lighthouse Inspector Cook, in this city, that upwards of 1,000,000 feet of pine logs were drifting about on Lake Huron, in that locality, marked "N." Steamers passing along that thoroughfare during the night would do well to keep a sharp lookout.

Captain Humphreys, of the steamer Geo. A. Marsh, a few days since presented to Captain Desana, of the steamer Riverside, a fine gold chain for his efforts in saving the Marsh from total destruction by fire a short time ago, by running alongside the burning vessel with fire appartus to extinguish the flames.

The tug Kate Williams received a new wheel at the lower dry dock, in this city, Thursday.

The barge Fame, owned by C. A. Chamberlain, of this port, and which sunk at Sand Beach on Friday, has been raised, and will go into the Detroit dry dock for necessary repairs.

The steambarge Saginaw Valley was levied on by the marshal for wages due Fred Roberts, a deckhand, on Thursday, which was promptly paid.

The schooner Mary Battle has been thoroughly reconstructed at this port, and will be enrolled here and her name changed by her present owner, L. A. Murphy.

The custom house officer of this port, Wm. Livingstone, jr., has appointed Charles D. Northrop, keeper of the new lighthouse on Bar Point, and John Trondle and Richard Oldrey, of Detroit, respectively, first and second assistants. The light is now in operation.

The steamship D. C. Whitney called at the Detroit dry dock Friday for repairs to her machinery.

Grain cargoes are being trimmed at this port for one-half the old rates, viz., at 50c per 1,000. The steamer Alcona and Lafrinier and Reuben Doud were thus served.

The schooner William Horne on Thursday discharged 687 tons of coal in eleven hours, which was considered as a very good dispatch.

Frank Kirby, of the Detroit dry dock, and S. Taylor, of New York, have returned from Milwaukee after inspecting the damaged steamer Milwaukee. There is considerable strife among various shipbuilders for the making of her repairs, owing to general stagnation of business, yet it is pretty generally believed that the Detroit Dry Dock Company will secure the job, as their facilities are not surpassed, if equalled, at any point on the lakes.

Harbor tugs at Detroit charge from $12 to $20 for towing grain vessels to Lake Erie, a distance of twenty miles, and as a rule return light. At Sandusky there is a wide difference according to the report of the captain of the schooner Delaware, who avers he was charged $71.50 for being towed in and out of that port, which, in one or more instances, captains would not stand the imposition. Now if there is another side to this statement those interested would like to hear it.—[The schooner Delaware's tow bill at Sandusky was not, as stated above, $71.50, which would be the price if figured on her cargo in tons, but about $38 figured on her registered tonnage, 4c in and 3c out. Captain Kerr did not say that he paid $71.50 for this service of Biemiller's tugs.—ED. MARINE RECORD.]

S. A. Murphy, at the Sault with his crew of wreckers, is having good success in raising the Quebec, and it is thought she will be ready to move by the expiration of the present week.

The report that the large Lilly May had been wrecked in Green Bay proves to have been unfounded, as at the time she was not